

Mid-Term Improvements

6.1 Introduction

A central goal of the Kenilworth Avenue Corridor Study is to provide improved access and connectivity to neighborhoods along Kenilworth Avenue. Generally, the mid-term improvements recommended here build on initial efforts achieved by the near-term improvements, address some of the missing vehicular connections, upgrade

existing pedestrian connections, and improve neighborhood identity. They are intermediate steps in achieving the full connections desired, addressed in the long-term improvements.



Figure 6.1: Mid-Term Improvements

Proj. No.	Title	Description	Benefits	Estimated Cost (2005)
6	East Capitol Street Scenario EC-2	This scenario builds on Scenario EC-1, a near-term improvement, and adds the three missing movements; southbound Kenilworth Avenue to eastbound East Capitol Street and northbound Kenilworth Avenue to east- and westbound East Capitol Street.	<ul style="list-style-type: none">Urban Design	\$30,000,000
7	Neighborhood Identification Program	Generally improves wayfinding in the corridor and contributes to a sense of place by implementing a corridor-wide neighborhood identification and signage program	<ul style="list-style-type: none">Urban DesignVisual Quality	\$500,000
8	Replace or improve Pedestrian Bridge at Minnesota Avenue Metrorail Station	The existing pedestrian bridge to the Minnesota Avenue Metrorail Station is replaced.	<ul style="list-style-type: none">Pedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsVisual QualitySafety	\$2,500,000
9	Replace Pedestrian Bridge at Douglas Street that leads to the Deanwood Metrorail Station	The existing pedestrian bridge at Douglas Street that leads to the Deanwood Metrorail Station is replaced.	<ul style="list-style-type: none">Pedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsVisual QualitySafety	\$2,500,000
10	Comprehensive Eastern Avenue Improvements	This project implements a number of improvements north of Nannie Helen Burroughs Avenue interchange, including the Eastern Avenue Scenario EA-2.	<ul style="list-style-type: none">Urban DesignPedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsVisual QualitySafety	\$22,500,000
11	Benning Road Scenario BR-1	Scenario BR-1 provides for safety improvements to the at grade intersection of Benning Road and northbound Kenilworth Avenue.	<ul style="list-style-type: none">Urban DesignSafety	\$20,000,000
12	Pedestrian and Bicycle Related Improvements	Recommendations to improve the pedestrian and bicycle network during the mid term build on the improvements that were undertaken in the short term.	<ul style="list-style-type: none">Pedestrian ConnectivityPublic Transit AccessSafety	\$750,000

Table 6.1: Summary of Mid-Term Improvements

6.2 Improvement Projects

Project No. 6: East Capitol Street
Scenario EC-2

Categories of Improvement

- Urban Design

DESCRIPTION

This scenario builds on Scenario EC-1, a near-term improvement, and adds the three missing movements; southbound Kenilworth Avenue to eastbound East Capitol Street and northbound Kenilworth Avenue to east- and westbound East Capitol Street.

A new northbound ramp for Kenilworth Avenue is constructed between the existing bridge over East Capitol Street and the CSX Railroad bridge. For southbound Kenilworth Avenue, a new ramp is constructed between the existing southbound ramp to westbound East Capitol Street and the existing bridge.

At the base of both ramps, traffic is permitted to turn left or right onto East Capitol Street. These turns are controlled by two new signals.

This scenario allows full movement for vehicles at this interchange, however, no

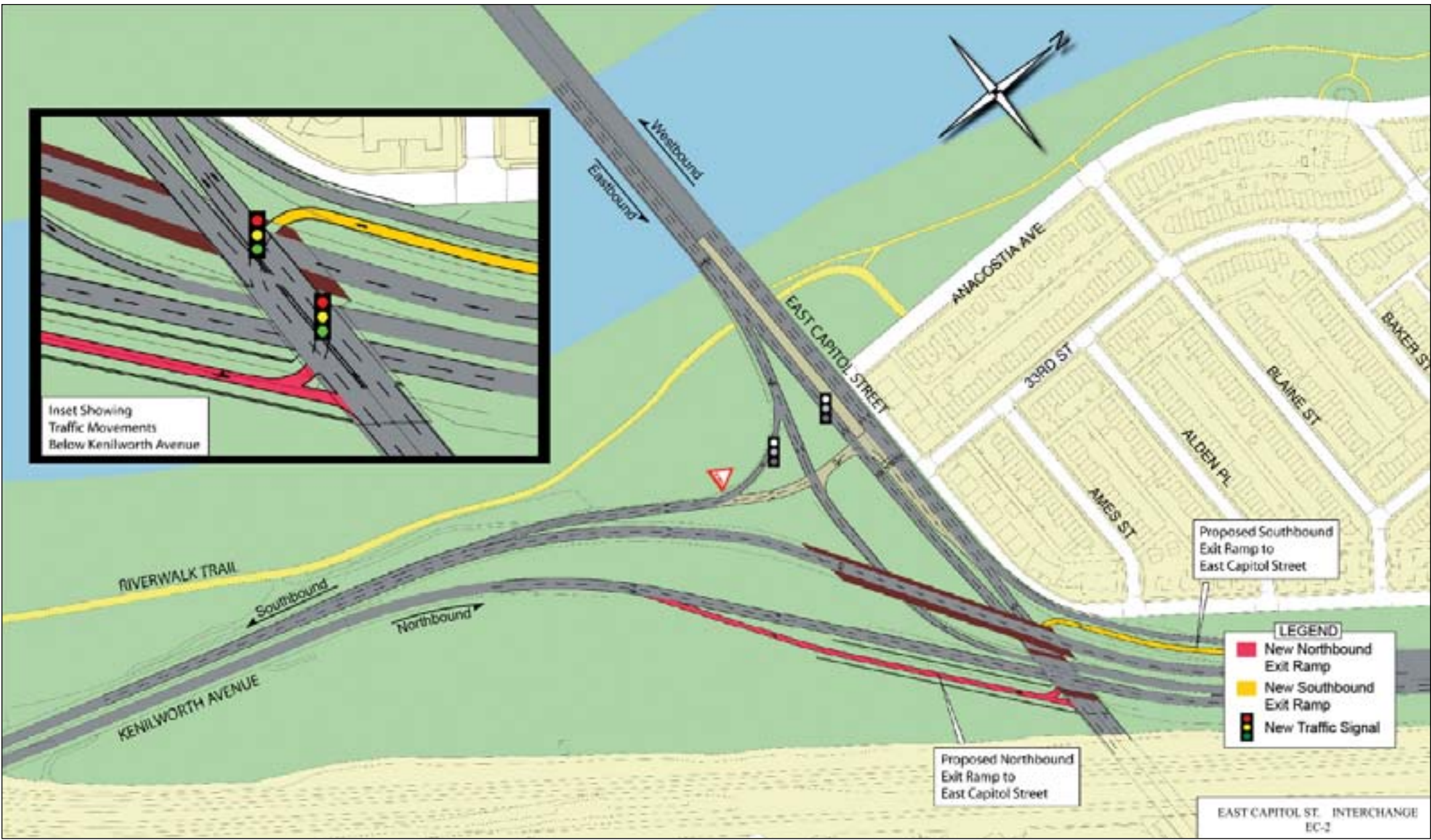


Figure 6.2: East Capitol Street Interchange Scenario EC-2

Project No. 7: Neighborhood Identification Program

improvements for pedestrian or bicycle traffic are included.

Categories of Improvement

- Urban Design
- Visual Quality

DESCRIPTION

Kenilworth Avenue currently lacks a sense of identity that distinguishes it from other roadway corridors in the region. Establishing a signage program, that would highlight both the neighborhoods, and distinct community resources that are located adjacent to the corridor, would provide a sense of place for motorists driving along the corridor.

As part of the program, the eleven neighborhoods that border Kenilworth Avenue (Dupont Park, Twinning, Greenway, Fort Dupont, River Terrace, Mayfair, Benning, Central Northeast, Eastland Gardens, Deanwood and Kenilworth) should be highlighted with unique signs in accordance with the Anacostia Waterfront Transportation Architecture Design Standards. Each sign should be designed with the help of the residents who reside in the individual neighborhoods. In addition, signs that announce access to unique features such as the Anacostia Park, Kenilworth Aquatic Gardens and the Fort Circle parks (Fort Mahan Park, Fort Dupont Park, etc.), should be incorporated along the corridor.

Signs along the corridor could be free standing along the road or the service lanes, embossed on the retaining walls in the depressed portions, and across bridges that cross the roadway. Figure 6.3 provides examples of signs, which have been used elsewhere in



Figure 6.3: Examples of Neighborhood Identification Signs



Project No. 8: Replace or Improve the Pedestrian Bridge at Minnesota Avenue Metrorail Station

the District of Columbia and other cities, that could be applied along the corridor.

Categories of Improvement

- Pedestrian Connectivity
- Public Transit Access
- Open Space and Waterfront Connections
- Visual Quality
- Safety

DESCRIPTION

This project replaces or improves the the existing pedestrian bridge over Kenilworth Avenue that connects the Mayfair and Parkside neighborhoods with the Minnesota Avenue Metrorail Station. This would be a precursor to other long-term improvements meant to upgrade the area to make it safer and more pedestrian friendly.

This project may be done concurrently and in conjunction with the proposed development at Parkside. The new design will take into account the study performed by WMATA to improve pedestrian access to the Minnesota Avenue Metrorail Station, as well as the results of the Anacostia Waterfront



Existing Pedestrian Bridge that spans Kenilworth Avenue near the Minnesota Avenue Metrorail Station



Figure 6.4: Examples of Pedestrian Bridges that could be applicable



Figure 6.5: Location of Pedestrian Bridge across Minnesota Avenue Metrorail Station



Figure 6.6: Concept Plan for the proposed Parkside Development



Figure 6.7: Concept Illustration of the proposed Minnesota Avenue Government Center

Project No. 9: Replace Pedestrian Bridge at Douglas Street/Deanwood Metrorail Station

Corporation’s design competition initiated in Fall 2006.

- Categories of Improvement
- Pedestrian Connectivity
 - Public Transit Access
 - Open Space and Waterfront Connections
 - Visual Quality
 - Safety

DESCRIPTION

Replace the existing pedestrian bridge over Kenilworth Avenue at Douglas Street and 47th Street. This is an important connection to the Deanwood Metrorail Station and would be a precursor to other long-term improvements meant to upgrade the area to make it safer and more pedestrian friendly. At the time of design, consideration should be given to spanning the bridge across the service roads on either side of the main avenue (see Project Number 15).



Existing Pedestrian Bridge that spans Kenilworth Avenue at Douglas Street



Figure 6.8: Potential new pedestrian bridge at Douglas Street



Figure 6.9: Location of Pedestrian Bridge at Douglas Street



Project No. 10: Comprehensive Eastern Avenue Improvements

- Categories of Improvement
- Urban Design
 - Pedestrian Connectivity
 - Public Transit Access
 - Open Space and Waterfront Connections
 - Visual Quality
 - Safety

DESCRIPTION

A number of improvements are recommended for the Eastern Avenue area north of Nannie Helen Burroughs Avenue interchange.

EASTERN AVENUE SCENARIO EA-2

Announce arrival into Washington, DC at the Eastern Avenue gateway by developing a unique theme including a new gateway sign along the northern facade of the Eastern Avenue bridge.

Eastern Avenue is a key link that provides access to the Anacostia Waterfront area for residents who live on the east side of Kenilworth Avenue. Since the Eastern Avenue Bridge is planned to be replaced in the immediate future, ensure that the new bridge is designed for better pedestrian and bicycle movement. Add vegetation and clearly demarcate pedestrian paths across the bridge.

CONSOLIDATE ON- AND OFF-RAMPS

If not undertaken under Near-Term Improvements, consolidate the existing slip ramps between Nannie Helen Burroughs Avenue and Eastern Avenue as follows:

- Eliminate the four existing ramps (two off- and two on-ramps) and replace with



Figure 6.10: Proposed improvements to slip ramps near Eastern Avenue

an off-ramp immediately north of Nannie Helen Burroughs Avenue and an on-ramp immediately south of Eastern Avenue. This eliminates weaves on Kenilworth Avenue.

- Eliminate the four existing slip ramps (two off- and two on-ramps) and replace with an off-ramp immediately north of Nannie Helen Burroughs Avenue and an on-ramp immediately south of Eastern Avenue. This eliminates weaves on Kenilworth Avenue.

RESTRIPE SERVICE ROADS

Restripe the service roads on the east and west sides of Kenilworth Avenue. A lane line should be striped 11 to 12 feet to the right of the left curb to designate a single travel lane and a parking area on the right side of the road. This narrower lane helps decrease the incidence of unsafe vehicle merging and passing on each service road and can help reduce motor vehicle speeds, improving safety for pedestrians crossing the service roads.

PEDESTRIAN SAFETY IMPROVEMENTS

Implement pedestrian safety improvements along both Kenilworth Avenue service roads by installing:

- Curb extensions to calm traffic and provide better access for pedestrians crossing the service roads.
- Missing sidewalks, crosswalks, and curb ramps.
- Upgraded existing curb ramps to make them ADA compliant.
- At the Eastern Avenue intersection, provide curb extension, new crosswalks, curb ramps, and advance warning signs.

LIGHTING IMPROVEMENTS

Install or upgrade lighting on the pedestrian bridge over Kenilworth Avenue and along the roadways and tunnels that lead between this bridge and the Deanwood Metrorail Station.



Figure 6.11: Simulated view of a 'gateway' sign at the Eastern Avenue Bridge



Figure 6.12: Proposed improvements at the Eastern Avenue Bridge

Project No. 11: Benning Road Scenario BR-1

Categories of Improvement

- Urban Design
- Safety

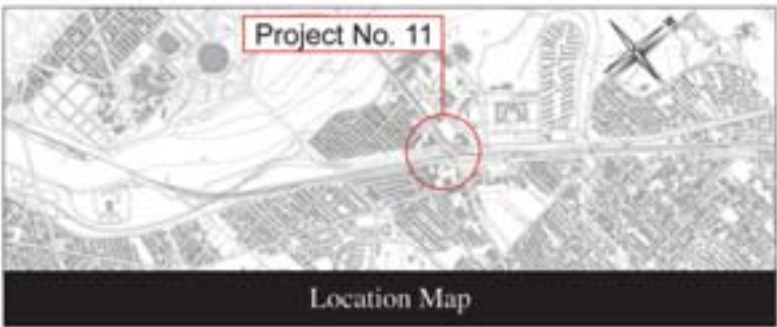
DESCRIPTION

This primarily provides for safety improvements to the at-grade intersection of Benning Road and northbound Kenilworth Avenue. The exit ramp for northbound Kenilworth Avenue is lengthened and a traffic signal is introduced at the at-grade intersection with Benning Road. The alignment for northbound Kenilworth Avenue is maintained as it is today; however, the southbound Kenilworth Avenue alignment must be shifted to the west south of the Benning Road bridge. Also, the existing bridge deck over southbound Kenilworth Avenue, which partially supports the at-grade intersection with northbound Kenilworth Avenue, is replaced.

This scenario does not add any new movements to the existing interchange; however, it makes major improvements to vehicle safety. It does not make any improvement in pedestrian and bicycle access to and across the Benning Road bridge.



Figure 6.13: Benning Road Scenario BR-1



Project No. 12: Pedestrian and Bicycle Related Improvements

Categories of Improvement

- Pedestrian Connectivity
- Public Transit Access
- Safety

Pedestrian and bicycle circulation related improvements would continue during the mid-term as described below. See Appendix F for additional details of each proposed improvement. Where appropriate, these improvements will be coordinated with the Great Streets Initiative.

ANACOSTIA TRAIL, PHASE II

Provide access from Anacostia Trail to East Capitol Street Bridge by adding a new curb ramp and wider opening from bridge sidewalk to River Terrace neighborhood street, as well as adding stairs between the bridge and the trail.

Provide access to Anacostia Park and Anacostia Trail from G Street & Bayley Street, SE neighborhood by constructing a new shared-use path under Kenilworth Avenue freeway.

FORT CIRCLE TRAIL IMPROVEMENTS
(POTENTIAL JOINT DDOT/NPS PROJECT)

Improve pedestrian and bicycle crossing at the Fort Circle Trail at East Capitol Street (East Capitol Street and 41st Street). This would include adding crosswalks, trail crossing warning signs, pedestrian signals (if warranted), and directional signage for trail users.

Extend Fort Circle Trail to Watts Branch Trail by adding a wide sidewalk on the west side of 42nd Street (some sections of sidewalk may be constructed through sidewalk and alley improvement program).

PEDESTRIAN BRIDGE EVALUATION:
REHABILITATION/REMOVAL*

Conduct final evaluation of pedestrian bridges at Nash Street and Lane Place to determine if they should be rehabilitated or removed.



Figure 6.14: Proposed pedestrian and bicycle related improvements

WARD 7 SAFE ROUTES TO
SCHOOL PROGRAM*

Create a secure environment for walking and bicycling to school by improving sidewalks and crosswalks near existing schools, including the Brown Middle School and Houston Elementary School, in Ward 7

MINNESOTA AVENUE SAFETY IMPROVEMENTS, PHASE II*

Improve the visibility of sidewalks across driveways, and improve crosswalks across Minnesota Avenue between East Capitol Street and Benning Road.

Along Minnesota Avenue, add median crossing islands and/or curb extensions to improve crossings to the Metro station.

KENILWORTH AVENUE CORRIDOR PEDESTRIAN WAYFINDING*

Improve signage near Metro Stations, Parks, Anacostia Trail, and Schools to direct pedestrians and bicyclists to key destinations in the corridor.

MINNESOTA AVENUE AND DEANWOOD METRO STATIONS

Provide bicycle racks within Metro station areas (within view of station manager).

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